

The Hood River Glacier.

VOL. XXVII

HOOD RIVER, OREGON, THURSDAY, MAY 11, 1916

No. 50

Koberg's Spinach
NON-PAREIL
Special Price for canning

Koberg's Tomato Plants
NON-PAREIL

Koberg's Radish and Green Onions
NON-PAREIL

Koberg's Asparagus
NON-PAREIL

The 'Buy at Home Week' should be extended indefinitely for the benefit of any community. Most vegetables shipped any distance and going through a half a dozen jobbers and manufacturers hands are way too high in price and sometimes unfit in quality for use in a community like Hood River. Therefore, it is good policy and we should advise any consumer that wants to be economical and get his money's worth and to keep it at home to buy Koberg's Non-Pareil Vegetables in season.

The Twentieth Century Truck Farm
J. H. KOBERG, OWNER

Johnston's Chocolates

The appreciated candies

Kresse Drug Co.

EASTMAN KODAK AND SUPPLIES *The Rexall Store* VICTROLAS AND RECORDS
COME IN AND HEAR THE LATEST APRIL RECORDS

Exclusive Styling

When you want one suit of clothes or several more, call on Dale & Meyer, as we have said before, their goods are thoroughly shrunken and ready for use. Why shouldn't order your Spring Suit there is not an excuse, for their garments are style perfect in every way, that being the case, why put off until tomorrow what you can do today. You should consider your local tailors, Dale & Meyer, whose services are prompt and efficient, and their workmanship considerable higher.

Our Absolute Guarantee Protects You

Dale & Meyer
108 Third Street

Tailors to Men Tailors to Women



In your search for clothes that will give you the clean, live, up-and-doing look of youth ASK FOR

Kuppenheimer Clothes

Their size graduation, held to fractional exactness insures a perfect fit. Their fabric value guarantees their wearing quality.

At \$18, you can get a suit you would be proud to wear, and the degree of service correspondingly at \$20, \$22.50 and \$25.

J. G. Vogt

Millinery at Your Own Price

The Ila F. Smith-Dean bankrupt stock has been purchased and will be sold, beginning Saturday, at one-half the original price on all trimmed hats and shapes.

Come and Get First Chance

"FISK" and other beautiful pattern hats to be had at a very low price.

ILA F. SMITH-DEAN, Manager.

WE FURNISH Fishing and Hunting Licenses

We are showing a full line of the famous hand made Shakespeare Fishing Goods. Don't cost you any more than the other kind. A large assortment of new and second hand rifles offered at wholesale cost.

The Franklin air cooled car eliminates nearly 200 parts as useless, except to create repair bills. Easiest riding car made. Most economical in gasoline, 32.8 miles to gallon. 1050 on 1 gallon oil. 12,000 miles on set tires.

Sporting Goods

Lawn Tennis, Baseball, Croquet, Golf—the proper goods for any game. Tennis and Baseball Shoes. Wading Boots.

Lubricating Oils

We carry 30 kinds of oil. The correct oil for any purpose—ask for the right oil for it is often one-half the price of a kind not suited to the need.

Our Furniture Department was never so full of bargains 5% allowed for cash on lowest market prices.

Stewart Hardware & Furniture Co.

Statement of the Condition OF THE Butler Banking Company of Hood River, Oregon

At the Close of Business May 1, 1916

RESOURCES:

Loans and Discounts.....	\$397,410.99
Bonds, Warrants and Stocks.....	7,178.97
Savings Department Loans.....	73,973.59
Office Fixtures and Furniture.....	5,350.00
Real Estate.....	10,318.92
Cash on hand and in other banks.....	68,157.82
	\$562,390.29

LIABILITIES:

Capital Stock.....	\$100,000.00
Earned Surplus and Undivided Profits..	28,651.88
Notes and Bills Rediscounted.....	21,882.95
Deposits.....	411,855.46
	\$562,390.29



The Finest Coffee on Earth

A Broad Statement But True Seal Brand Coffee Comes in 3 sized tins 1 pound tins - - - - - 45c 3 pound tins - - - - - \$1.25 5 pound tins - - - - - 2.00 We are exclusive agents

Star Grocery
PERIGO & SON

"Good Things to Eat"

CASCADE CANAL COST \$3,000,000

RIVER OPENED NOVEMBER 5, 1896

Tillable Land in Vicinity of Town at Columbia Barrier is Surprising to Motor Visitors

Acting under an act of congress, passed June 23, 1874, which provided for a survey of the cascades and the dallas of the Columbia river. "for the purpose of ascertaining the practicability and cost of constructing canals and locks at these points," Major N. Michler in the fall of 1874 began the first work preparatory to the construction of the Cascade canal and locks. The party of engineers was under supervision of Robert A. Habersham, later surveyor general of Oregon. Captain Allen Noyes, who later became captain of a river boat and on bringing made Portland his residence, was a roddan of the party. Major Michler in his report to Brigadier General A. A. Humphreys, at that time chief of engineers, estimated the cost of constructing a canal and locks at \$700,000. The total cost of the work, however, reached the sum of 3,793,496.94.

While the canal was opened to river traffic on November 5, 1896, the south wall of the upper lock chamber was not completed until July of 1914. Additional surveys were made of the location in 1876 by C. M. Bolton, and a report was submitted to chief of engineers on February 5, 1877, by Col. J. M. Wilson. This was followed by construction work was ordered on October 1, 1878, and the contract was awarded to Ball & Platt, of New York city. On December 21 A. H. Ball arrived and began work with a crew of men. Operations, however, were delayed by Mr. Ball's death just two weeks afterward. Later the contract expired and the government purchased the equipment of the New York contractors, and from December 3, 1879, to September 30, 1892, government carried out construction work with hired labor. But because of lack of appropriations very little was accomplished. Between August 13, 1881, and February 23, 1882, David Chalmers and Wm. E. Holmes, of Portland, under contract, excavated at the lower end of the canal. On December 20, 1882, a contract for the completion of the work was awarded to J. G. & L. N. Day, of San Francisco. L. N. Day has since become a resident of Oregon, and has played a prominent part in legislative circles of the state, having been a leader in the state senate.

The first boat to pass through the completed locks was the Stead E, which followed by the Dalles City, the Harvest Queen and the Sarah Dixon. The average annual operating expenses of the canal and locks, including labor and expenses for maintenance, will reach in round figures \$4000. A record was made at the locks in 1906, the year of the Lewis & Clark exposition at Portland. During that year 1,217 boats, carrying a total of 133,070 passengers, passed through the canal.

While no boat has ever passed over the cascades on an up river trip, on several occasions daring captains have run their craft over the rapids on down stream journeys. The total length of the canal at Cascade Locks is 3,000 feet. The canal is 90 feet wide on the extreme left and 24 feet at low water. The height of the middle gates is 40 feet above the sill and that of the lower gates is 46 feet. The upper lock chamber is 521 feet to the lower, 514.2. The canal is designed to carry boats drawing eight feet of water. The gates are operated by hydraulic power secured by a 10-inch pipeline laid to the stream two miles back of the locks. During the record high water of the Columbia in 1894, on June 6 a record mark of 49.7 feet above low water mark was reached at the locks. The stream ran over the top of the upper yard gates. Plans were then made for the construction of a movable dam, five feet higher than the level of the upper works, designed to send the current down the canal and protect the side works. It is predicted that the dam for the coming early summer following truly, this dam may be needed this year.

W. L. Clark, a civil engineer who is engaged in business here at the present time, was superintendent of the locks for four years. Since 1907 Val W. Tomkins has been in charge. A full equipped machine shop is maintained and an adequate crew of men kept at the locks. The men and their families are housed in commodious quarters located on well kept grounds. Passengers of the O. W. R. & N. line have often noted the closely cropped lawns and the clipped privet hedges around the home of Superintendent Tomkins. While the rainfall at Hood River averages annually 23 inches, Cascade Locks has an average of 81.69 inches. Some air current, made probably by the conformation of the Cascade mountains at this point, never allows a cloud to pass without taking toll of its contents. The greatest rainfall in any one year was in 1887 when the total precipitation was 100.64 inches. In the month of November, 1909, a record precipitation of 28.10 inches prevailed. On October 7, 1893, a rainfall of 5.32 inches made a record for 24 hours' precipitation. The snows of the Cascade Locks district, too, are heavier than at Hood River. The remains of banks that piled up in the past winter may still be seen along the Columbia river highway. At points earth slides came down from the gorge-side and covered the snow on the road. Later the melting banks caused floods that forced their way under the slides through the ditches beside the highway, and the traveler along the road today may see unique natural arches of packed snow.

One of the surprises to the visitor to Cascade Locks by the Columbia river highway comes from an observation of the large amount of tillable land to the west of the settlement. Progress has been slow because of the difficulty of clearing the heavy growth of timber and the former isolation. Thousands of acres of ideal farming land, adapted especially for dairying, fairly level, await development. The clearings of a few homesteaders appear along the roadside east of Cascade Locks. One of the largest sawmills of Hood River county, that of the Wind River Lumber Co., giving employment to

over 75 men and cutting a daily average of 80,000 feet of lumber, is located at Cascade Locks. The logging camps of the company are located on the upper waters of Wind river just across the Columbia in Skamania county, Washington. The logs are floated down the stream and tied in rafts at Stevenson, Wash., from whence they are towed to the mill.

Cascade Locks has a population of approximately 500. It is a rambling little town, the vine covered homes of residents being located on crooked, winding streets. The town boasts of the excellence of its school, which has 100 students and four teachers. Cascade Locks has two churches, a Methodist and a Roman Catholic.

The scenic attractions and the cool summer climate, the protected coves lying in the shadow of the south gorge-side of the Columbia, untouched by the hot winds that blow from the arid portions of eastern Oregon, it is expected will make an appeal to people of Portland seeking sites for summer homes.

At a time of the year numerous waterfalls plunge from the surrounding canyons. In springtime, when the snows are melting on the high brakes of the Columbia, one cannot keep count of the falls, some great masses of tumbling water and others tiny spray ribbons. Numerous little blue, crystal lakes dot the hollow depressions of the lowlands.

The Cascade Locks citizens are well-coming traffic over the great scenic highway with open hands. They declare that the door to the outside world has been opened to them, and they are probably correct in their assertion that no town from the sea to the inland Empire will benefit more greatly from the Columbia river highway than Cascade Locks.

CANNING COMPANY ANNOUNCES PRICE

The Hood River Canning Company in announcing prices to be paid for fruit this season desires to call attention to the following facts: Four cents per pound will be paid for strawberries upon delivery and your crate back. You know exactly what you are getting. And you can use these crates over and over again. Last season some crates were used 11 times.

Our canned fruits are making a splendid reputation for Hood River wherever they go. The principal reason for this is that they are canned soon after being picked, retaining all of their original flavor and firmness. Nothing is lost. And that is where the grower makes money by dealing with us.

In strawberries we want the truly ripe fruit. This enables the grower to allow the fruit to remain longer on the vines to gain in weight. A crate of good canning berries will weigh more than a shipping berry. The sooner the berries are delivered after being picked the better it is for the grower, as there is no loss in shrinkage.

Fresh berries are easier to stem, thereby enabling our women employees to make more wages. It will thus be seen that if you take particular pains to bring in thoroughly ripened, fresh fruit, you enable us to put up a much better article, you make more money yourself by securing the maximum weight, and you assist a number of deserving employes to make better wages.

Another point to be considered. When you get ready for field picking, just give your strawberry field a good thorough soaking, and note the great increased yield of fine berries. Four cents per pound will be paid for cherries as they come from the tree (tree run). This is absolutely net to you, without selling charges or discount of any kind taken out of it. And also, your box back.

The advantage of allowing the cherries to fully ripen on the tree is even greater than it is with berries. You will gain at least 25 per cent in addition to weight that if you shipped your cherries to outside points.

A fully ripened cherry with plenty of color is exactly what we need for the best canned product. Phone 3531. Hood River Canning Co.

LARAWAY WILL GO TO LOS ANGELES

Accompanied by Mrs. Laraway, W. F. Laraway, Past Grand Master of the Royal and Select Masters of Oregon, Deputy Grand Commander of Knights Templar of Oregon and for 40 years an active worker in Masonic circles, will go to Los Angeles on a pilgrimage of the Grand Commandery of Oregon to the 33rd triennial convocation of Knights Templar. Mr. Laraway will be an aide de camp to the Grand Master of the Knights Templar of the United States, and seated on a charger will ride in the monster parade through the streets of the southern California city. The triennial convocation will be held June 17-23. Oregon Knights will go to Flavel on Saturday afternoon, June 17, and will travel to San Francisco by one of the palatial steamers of the Great Northern Pacific Steamship Co. From San Francisco the party will take a special train on the Santa Fe line. Already reservations have been made for more than 150, a large portion of them ladies, wives and daughters of the Knights Templar. It is indicated that the journey south will be one of the most pleasant ever taken by a body of Oregon Masons.

Nickelsen Visits Wasco County

"The agricultural districts of Wasco county are in a flourishing condition," says J. R. Nickelsen, local candidate for the Republican nomination for state senator from Hood River and Wasco counties, who returned Sunday from a trip through the rural sections of Wasco. "I found the wheat growers buying automobiles. While I was in Antelope one agent from The Dalles sold three machines on the streets. "At Maupin I was shown 2,200 bags of what that one rancher has been holding for two years. He was offered \$1.40 cents per bushel for the lot last year. Mr. Nickelsen says that his prospects for nomination look better each day.

Valley Christian Service

Mother's Day will be observed at the Valley Christian church next Sunday at 10 o'clock, the Sunday school hour. All mothers are urged to attend.

BERRY FESTIVAL IS PROPOSED

BLOSSOM WEEK MAY BE RELEGATED

Wait Until June, Says W. J. Davidson, and We Will Not Be Bothered With Inclement Weather

A suggestion of W. J. Davidson, a West Side fruit grower, who proposes to celebrate annually the strawberry harvest instead of the apple blossom season, will no doubt receive endorsement from local citizens after the flurry of the elements last week end and on Sunday.

"Let us call the proposed berry celebration," says Mr. Davidson, "a Clark Seedling festival. By June 1 we are having weather that can be depended on to be good. The roads from Portland and other cities would then be at their best. We might well expect to have hundreds of visitors come here by automobile. How often have we been chagrined in the past at blossom season because of inclemency of the weather.

"I would say that it would be a good advertisement for us to feed our visitors at the berry harvest season on as much strawberries and cream as they could eat. We now produce some Jersey cream, and everybody knows that our Clark Seedling strawberries have no equal."

Weather of all our seasons prevailed here in the 24 hours from five o'clock Saturday evening till the same time the next evening. Snow fell in the Upper Valley and on the surrounding high points Saturday night. White capped peaks greeted the eyes of residents and visitors alike on Sunday morning as they gazed across the Underwood orchard district and the bald points east of White Salmon. However, by 8.30 o'clock the brilliant sunshine that prevailed part of the day, had melted the white blanket.

Despite the weather conditions Hood River had a fair number of visitors. A score of automobiles came here from Portland over the Columbia river highway, and the O. W. R. & N. local Sunday morning added a number to the sightseers. The hotels were fairly well filled with guests.

Yet, because of the poor weather, Hood River people will look back at the blossom celebration of 1916 and think that what it might have been if the weather had remained good.

The cold rains are said by growers to have caused no serious damage to fruit. However, reports from over the state indicate that the cherry, prune and pear crops of other sections will be materially reduced. Young gardens in eastern Oregon were frozen.

FROST CAUSES NO DAMAGE TO APPLES

While no frost damage has been reported by the fruitgrowers of the Hood River valley, the past week of prevailing cold rains and damp, cloudy days took toll of the cherry crop. The damage to cherries because of failure of blossoms to pollinize is placed at 25 per cent. While as yet no damage is apparent to apples, it is probable that the rainy weather will result in a lack of pollination and cause a drop of the young fruit later. Growers, however, say that this will be a benefit rather than a damage, as it will eliminate the cost of heavy thinning during the summer months.

CALYX APPLICATION SHOULD BE MADE

"It is well to begin the application of the calyx spray as soon as possible," says LeRoy Childs, acting superintendent of the experiment station. "We are finding the secondary infection just beginning to take place. In view of the fact that young apples set a large amount of new foliage is unprotected, the application is indeed needed.

"The serious infection of last year occurred at this time. The present unsettled weather conditions indicate a duplication of last year's infection, if careful spraying is not undertaken.

"The experiment station recommends lime-sulphur, 1-35, if the weather is cool; 1-40 in case the weather is warm. Add atomic sulphur at the rate of five or six pounds together with arsenate of lead, 5-100, for control of codling moth. It must be understood that no guarantee against foliage injury can be made; for burning is liable to occur under certain weather conditions. However, lime-sulphur is the most effective scab remedy. Much less injury will result from a little burning of foliage than from the spread of scab infection."

Portland Hikers Stop Here

Kenneth Hollister, Raymond Mayer and William Simonson, the three Portland boys who are walking to New York, arrived here Tuesday afternoon over the Columbia river highway. The boys were warmly welcomed by the Commercial club members and merchants. With comfortable quarters at the Hotel Oregon, the boys remained here until today, giving entertainments at the Electric theatre.

"We certainly received a rebuff at Cascade Locks, where we spent Monday night," says Hollister. "The hotel and business men turned us down absolutely, and we were forced to spend the night in the sawmill of the Wind River Lumber Co. with the watchman."

Pupils' Recital

Mrs. L. E. Taft will present her pupils in recital at Library hall next Saturday afternoon at 2.15 o'clock.